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LAWS,

SUGGESTIONS, ETC.

RECOMMENDED TO

MASTERS, MATES AND SEAMEN

OF

LAKE VESSELS.

BUFFALO:

MURRAY & BAKER, BOOK AND JOB PRINTERS, 200 MAIN ST.

1856.

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ABSTRACT FROM PROCEEDINGS OF

CONVENTION OF LAKE UNDERWRITERS,

HELD AT BUFFALO, JANUARY 8th, 1856.

ADDRESS TO MASTERS OF VESSELS.

The Convention of Lake underwriters assembled in Buffalo, in January, 1856, offer the following address to Masters of Vessels, advising the Master's duty, after his vessel is stranded.

The first duty is to secure the sails, running rigging, and other moveables, keeping them on board if possible, and if not, removing them to the best place of safety on shore, so as to avoid injury as far as practicable. If the Master, after a close examination of his vessel, is satisfied that she cannot be got off the beach by the services of his crew, he must then seek assistance elsewhere.

As a general rule, the Master should not leave his vessel, but having an intelligent mate or other seaman, should send him to the nearest place where he can procure such assistance as may be needed, to get the vessel afloat. The person sent should make a definite contract with the person he employs, as to the price he is to give by the day, or by the job, for the men and the materials to be used. When at this place, send information by telegraph or mail, to the owners, and if the insurers are known, also to them, telling where the vessel is ashore, her condition, and what is doing to get her off.

When materials and men can be had to get the vessel off, go to work immediately, and do not wait the arrival of an agent of the underwriters, because it is the duty of the Master, by the terms of the policy of insurance, to make all the exertions in his power to save his vessel and cargo, and any neglect to do so, makes the owner responsible for all damage that could be avoided.

If the danger of losing the cargo, or having it badly damaged, is not likely to occur from the condition of the vessel, the season of the year, and the place of stranding, and there is no reasonable probability that the vessel can be promptly got off, send to the nearest available place, to hire another vessel on the best terms you can, and send the cargo to its destination.

If it is necessary to land the cargo for its safety, or to relieve the vessel, do so without delay, making such preparations for its security from damage, as the place will admit—do not permit the whole cargo to be lost, from the fear that a part of it may be, by removal from the vessel.

After the vessel is got afloat, should she be so injured in hull, rigging, or sails, as to make the navigating her dangerous, proceed to the nearest port where repairs can be made, or supplies sent to her. If it is an expensive place, do no more work than is needed to make your vessel seaworthy, and finish your repairs at a more suitable place. Before making any repairs, select three suitable persons, to be placed under oath by a Notary Public or Magistrate, to make a careful survey of the vessel, and they must specify, in as much detail as possible, the repairs and outfit which are to be made, and which are to be exclusively confined to the damage done by the gale and the stranding. If you are a stranger in the place, seek the advice of the most experienced marine underwriter or Inspector of the Association of underwriters there, as to whom you shall employ to make the repairs. Examine carefully all the bills for repairs, so that you can explain them to your owner or insurer. When the Master and two others can be spared from the vessel, because their services for the time are not absolutely needed, then go to a Notary or Magistrate, and enter the Protest, detailing particularly the cause of the disaster. A protest will not protect the owner from any liability to the underwriters or owners of cargo, which arises from the unseaworthiness of the vessel, or negligence in duty of the master and seamen of the vessel. A master who neglects his duties to the vessel and cargo immediately after disaster, that he may hurry off to a Notary to enter Protest, does a very discreditable act, and is justly blameable by the owners and underwriters.

GENERAL REMARKS.

We call your attention to the following copy of the law regulating the carrying of lights, which you should observe, to aid in avoiding collision.

ACT OF MARCH 3, 1849.

CHAP. 105, SEC. 5.

“And be it further enacted, That vessels, steam boats, and propellers, navigating the Northern and Western lakes, shall, from and after the thirtieth day of April next, comply with the following regulations, for the security of life and property, to wit: during the night, vessels on the starboard tack shall show a red light, vessels on the larboard tack a green light, and vessels going off large, or before the wind, or at anchor, a white light; steam boats and propellers shall carry on the stem, or as far forward as possible, a triangular light, at an angle of about sixty degrees with the horizon, and on the starboard side a light shaded green, and on the larboard side red; said lights shall be furnished with reflectors, &c., complete, and of a size to insure a good and sufficient light; and if loss or damage shall occur, the owner or owners of the vessel, steam boat, or propeller neglecting to comply with these regulations shall be liable to the injured party for all loss or damage resulting from such neglect; and the owner or owners of any vessel failing to comply with said regulations shall forfeit a penalty of one hundred dollars, which may be recovered in an action of debt, to be brought by the district attorney of the United States, in the name of the United States, in any court of competent jurisdiction.

Approved, March 3, 1849.”

In the use of these signal lights, it is recommended for general adoption on the lakes, to carry the colored light when by the wind, and until you get the wind abeam, and then change and carry the bright light.

As there is diversity of opinion among Masters on the lakes, as to the meaning of the terms “starboard tack” and “larboard tack,” you will find by reference to the work of the celebrated Nathaniel Bowditch, defining “sea terms,” that the vessel is on the “starboard tack,” when the wind blows on the starboard side, and this applies alike to square rigged and fore and aft vessels.

It is strongly recommended that the use of shipping articles be rigid-

ly adhered to, as much of the trouble with seamen in times of disaster, arises from the want of legal control over them. (See Acts of Congress for the government and regulation of Seamen, in Merchant service, &c., contained in this Pamphlet.) Unnecessary losses of hawsers and lines are frequently caused in being washed overboard from not being properly secured by one end being made fast—such losses are not properly claims upon an underwriter. A buoy should be attached to each anchor, with a rope suitable to weigh the anchor. Large expenses could frequently be saved to vessel and cargo, if the masts were so cased that when broken, a new one could be put in without discharging cargo. A vessel coming into port with a serious leak, should not take in another cargo until a thorough examination of her has been made by competent surveyors, and the necessary repairs made to place her in a seaworthy condition. The practice of many vessel masters leaving their vessel after loading, and joining her at an intermediate port on the voyage, is very reprehensible, and under some circumstances will render void the policy of insurance on her and the cargo. For protection in a fog, it is recommended that what is known on the sea-board as a "fog-horn" be used on board.

J. L. WEATHERLY,
President of the Convention.

Report of Committee on Registration and Classification of Masters of Vessels.

The Committee to whom was referred the subject of registering the names of vessel masters, respectfully submit that they are of opinion that by far the larger proportion of disasters happen through the incapacity of the master in charge. The great and rapid increase of the tonnage of the Lakes has brought into service as masters, a large number of persons wholly inexperienced, and incompetent for the duties they assume; a fact sufficiently proved by the known character of the last year's losses.

With a view of obtaining such information as may enable Underwriters to more fully understand the true character of risks undertaken, as well as to offer all possible encouragement to deserving and meritorious officers, the Committee recommend a thorough examination into the capacity and character of every vessel master employed on the Lakes.

They recommend that blank sheets be prepared by the Secretary for the use of the Inspectors, and that he be instructed to ascertain the age,

residence, time of service as seamen, mate and master, whether married or single, vessels commanded heretofore; disasters that have occurred whilst in such command, and habits of life generally of all vessel masters within their respective beats, with such other facts as may come to their knowledge, as shall truly illustrate the character of each person reported. Such reports to be sent to the Secretary, who shall transcribe the same, alphabetically arranged, in a book prepared for the purpose. Copies of such reports shall be sent to each company forming this Association.

They further recommend that the Executive Committee carefully examine these reports, and select therefrom the names of such persons as shall in their judgment deserve to be placed on record as approved masters; men of integrity, prudent to avoid danger, prompt and energetic when in peril; and when disaster has happened faithful to all the interests entrusted to their charge.

A copy of this selected list shall be furnished by the Secretary to each member of this Association. He shall also enter opposite each name selected in the Registry the word "approved," and address a letter to each person informing him that this Association have placed his name upon their preferred list of "Approved Masters," where it will remain so long as he continues to sustain the character now accorded him.

Respectfully submitted, L. W. WEEKS,
Chairman.

AN ACT

For the Government and Regulation of Seamen in the Merchants' Service, passed July 20, 1790.

Section 1. Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That from and after the first day of December next, every master or commander of any ship or vessel bound from a port in the United States, to any foreign port, or of any ship or vessel of the burthen of fifty tons or upwards bound from a port in one State, to a port in any other than an adjoining State, shall before he proceeds on such voyage make an agreement in writing or in print, with every seaman or mariner on board such ship or vessel, (except such as shall be apprentice or servant to himself or owners,) declaring the voyage or voyages, term or terms of time, for which such seaman or mariner shall be shipped. And if any master or commander of such ship or vessel, shall carry out any seaman or mariner, (except apprentices or servants as aforesaid,) without such contract or agreement being first made and signed by the seamen and mariners, such master or commander shall pay to every such seaman or mariner, the highest price or wages, which shall have been given at the port or place where such seaman or mariner shall have been shipped, for a similar voyage, within three months next before the time of such shipping: Provided such seaman or mariner shall perform such voyage, or if not, then for such time as he shall continue to do duty on board such ship or vessel; and shall moreover forfeit twenty dollars for every such seaman or mariner, one-half to the use of the person prosecuting for the same, the other half to the use of the United States; and such seaman or mariner, not having signed such contract, shall not be bound by the regulations, nor subject to the penalties and forfeitures contained in this act.

Section 2. And be it enacted, That at the foot of every such contract, there shall be a memorandum of writing, of the day and the hour on which the seaman or mariner, who shall ship and subscribe, shall render themselves on board, to begin the voyage agreed upon. And if any such seaman or mariner shall neglect to render himself on board the

ship or vessel, for which he has shipped, at the time mentioned in such memorandum, and if the master, commander, or other officer of the ship or vessel shall, on the day on which such neglect happened, make an entry in the log-book of such ship or vessel, of the name of such seaman or mariner, and shall in like manner note the time that he so neglected to render himself, (after the time appointed,) every such seaman or mariner shall forfeit for every hour which he shall so neglect to render himself, one day's pay, according to the rate of wages agreed upon, to be deducted out of his wages. And if any such seaman or mariner shall wholly neglect to render himself on board of such ship or vessel, or, having rendered himself on board, shall afterwards desert and escape so that the ship or vessel proceed to sea without him, every such seaman or mariner shall forfeit and pay to the master, owner, or consignee, of the said ship or vessel, a sum equal to that which shall have been paid to him by advance at the time of signing the contract, over and besides the sum so advanced; both which sums shall be recoverable in any court, or before any justice or justices of any State, city, town, or county, within the United States, which by the laws thereof, have cognizance of debts of equal value against such seaman or mariner, or his surety or sureties, in case he shall have given surety, to proceed on the voyage.

Section 3. And be it enacted, That if the mate, or first officer under the master, and a majority of the crew of any ship or vessel, bound on a voyage to a foreign port, shall, after the voyage is begun, and before the ship or vessel shall have left the land, discover that the said ship or vessel is too leaky, or is otherwise unfit in her crew, body, tackle, apparel, furniture, provisions, or stores, to proceed on the intended voyage, and shall require such unfitness to be inquired into, the master or commander shall, upon the request of the said mate, (or other officer,) and such majority, forthwith proceed to, or stop at the nearest or most convenient port or place where such inquiry can be made, and shall there apply to the Judge of the District Court, if he shall there reside, or if not, to some justice of the peace of the city, town or place, taking with him two or more of the said crew who shall have made such request; and thereupon such judge or justice is hereby authorized and required to issue his precept, directed to three persons in the neighborhood, the most skilful in maritime affairs that can be procured, requiring them to repair on board such ship or vessel, and to examine the same in respect to the defects and insufficiencies complained of, and to make report to him, the

said judge or justice in writing under their hands, or the hands of two of them, whether in any or in what respect the said ship or vessel is unfit to proceed on the intended voyage, and what addition of men, provisions, or stores, or what repairs, or alterations in the body, tackle, or apparel, will be necessary; and upon such report, the said judge or justice shall adjudge and determine, and shall endorse on the said report, his judgment, whether the said ship or vessel is fit to proceed on the intended voyage; if not, whether such repairs can be made, or deficiencies supplied, where the ship or vessel then lies; or whether it be necessary for the said ship or vessel to return to the port from whence she first sailed to be there refitted. And the master and crew shall, in all things, conform to the said judgment; and the master or commander shall, in the first instance, pay all the costs of such view, report and judgment, to be taxed and allowed, on a fair copy thereof, certified by the said judge or justice. But if the complaint of the said crew shall appear, upon the said report and judgment, to have been without foundation, then the said master, or the owner or consignee of such ship or vessel, shall deduct the amount thereof and of reasonable damages, for the detention, (to be ascertained by the said judge or justice,) out of the wages growing due to the complaining seamen or mariners. And if, after such judgment, such ship or vessel is fit to proceed on her intended voyage, or after procuring such men, provisions, stores, repairs or alterations, as may be directed, the said seamen or mariners, or either of them, shall refuse to proceed on the voyage, it shall and may be lawful for any justice of the peace, to commit by warrant under his hand and seal, every such seaman or mariner who shall so refuse, to the common jail of the county, there to remain without bail or main-prize, until he shall have paid double the sum advanced to him at the time of subscribing the contract for the voyage, together with such reasonable costs as shall be allowed by the said justice, and inserted in the said warrant; and the surety or sureties of such seaman or mariner (in case he or they shall have given any,) shall remain liable for such payment, nor shall any such seaman or mariner be discharged upon any writ of *habeas corpus*, or otherwise, until such sum be paid by him or them, or his or their sureties, for want of any form of commitment or other previous proceeding: *Provided*, that sufficient matter shall be made to appear upon the return of such *habeas corpus*, and an examination then to be had, to detain him for the causes herein before assigned.

Section 4. And be it enacted, That if any person shall harbor or secrete any seaman or mariner, belonging to any ship or vessel, knowing them to belong thereto, every such person, on conviction thereof before any court, in the city, town or county where he, she or they may reside, shall forfeit and pay ten dollars for every day which he, she or they shall continue so to harbor or secrete such seaman or mariner; one-half to the use of the person prosecuting for the same, the other half to the use of the United States. And no sum exceeding one dollar shall be recoverable from any seaman or mariner by any one person, for any debt contracted during the time such seaman or mariner shall actually belong to any ship or vessel, until the voyage, for which such seaman or mariner engaged, shall be ended.

Section 5. And be it enacted, That if any seaman or mariner, who shall have subscribed such contract as is herein before described, shall absent himself from on board the ship or vessel in which he shall have so shipped without leave of the master or officer commanding on board, and the mate or other officer having charge of the log-book, shall make an entry therein of the name of such seaman or mariner on the day on which he shall so absent himself. And if such seaman or mariner shall return to his duty within forty-eight hours, such seaman or mariner shall forfeit three days' pay for every day which he shall so absent himself, to be deducted out of his wages. But if any seaman or mariner shall absent himself for more than forty-eight hours at one time, he shall forfeit all the wages due to him, and all his goods and chattels which were on board the said ship or vessel, or in any store where they may have been lodged at the time of his desertion, to the use of the owners of the ship or vessel, and moreover shall be liable to pay to them all damages which he or they may sustain, by being obliged to hire other seamen or mariners in his or their place, and such damages shall be recovered with costs, in any court, or before any justice or justices having jurisdiction of the recovery of debts to the value of ten dollars or upwards.

Section 6. And be it enacted, That every seaman or mariner shall be entitled to demand and receive from the master or commander of the ship or vessel to which they belong, one-third part of the wages which shall be due to him at every port, where such ship or vessel shall unlade and deliver her cargo before the voyage is ended, unless the contrary be expressly stipulated in the contract; and as soon as the voyage is ended, and the cargo or ballast be fully discharged at the last port

of delivery, every seaman or mariner shall be entitled to the wages which shall be then due according to his contract, and if such wages shall not be paid within ten days after such discharge, or if any dispute shall arise between the master and the seamen or mariners, touching the said wages, it shall be lawful for the Judge of the District where the said ship or vessel shall be, or in case his residence be more than three miles from the place, or of his absence from the place of his residence, then for any judge or justice of the peace, to summon the master of such ship or vessel to appear before him, to show cause why process should not issue against such ship or vessel, her tackle, furniture, and apparel, according to the course of admiralty courts, to answer for the said wages; and if the master shall neglect to appear, or appearing shall not show that the wages are paid or otherwise satisfied or forfeited, and if the matter in dispute shall not be forthwith settled, in such case the judge or justice shall certify to the Clerk of the Court of the District, that there is sufficient cause of complaint whereon to found admiralty process, and thereupon the Clerk of such Court shall issue process against the said ship or vessel, and the suit shall be proceeded on in the said court, and final judgment be given according to the course of admiralty courts in such cases used, and in such suit all the seamen or mariners, (having cause of complaint of the like kind against the same ship or vessel) shall be joined as complainants; and it shall be incumbent on the master or commander to produce the contract and log-book, if required, to ascertain any matters in dispute, otherwise the complainants shall be permitted to state the contents thereof, and the proof of the contrary shall be on the master or commander; but nothing herein contained shall prevent any seaman or mariner from having or maintaining any action at common law for the recovery of his wages; or for immediate process out of any court, having admiralty jurisdiction wherever any ship or vessel may be found, in case she shall have left the port of delivery where her voyage ended before payment of the wages, or in case she shall be about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast.

Section 7. And be it enacted, That if any seaman or mariner, who shall have signed a contract to perform a voyage, shall, at any port or place, desert, or shall absent himself from such ship or vessel, without leave of the master, or officer commanding in the absence of the master, it shall be lawful for any justice of the peace within the United

States, (upon the complaint of the master,) to issue his warrant to apprehend such deserter, and bring him before such justice, and if it shall then appear by due proof that he has signed a contract within the intent and meaning of this act, and that the voyage agreed for is not finished, altered, or the contract otherwise dissolved, and that such seaman or mariner has deserted the ship or vessel, or absented himself without leave, the said justice shall commit him to the house of correction or common jail of the city, town or place, there to remain until the said ship or vessel shall be ready to proceed on her voyage, or till the master shall require his discharge, and then to be delivered to the said master, he paying all the costs of such commitment, and deducting the same out of the wages due to such seaman or mariner.

Section 8. And be it enacted, That every ship or vessel belonging to a citizen or citizens of the United States, of the burthen of one hundred and fifty tons or upwards, navigated by ten or more persons in the whole, and bound on a voyage without the limits of the United States, shall be provided with a chest of medicines, put up by some apothecary of known reputation, and accompanied by directions for administering the same; and the said medicines shall be examined by the same or some other apothecary, once at least in every year, and supplied with fresh medicines in the place of such as shall have been used or spoiled, and in default of having such medicine chest so provided, and kept fit for use, the master or commander of such ship or vessel shall provide and pay for all such advice, medicine, or attendance of physicians, as any of the crew shall stand in need of, in case of sickness, at every port or place where the ship or vessel may touch or trade at during the voyage, without any deduction from the wages of such sick seaman or mariner.

Section 9. And be it enacted, That every ship or vessel belonging as aforesaid, bound on a voyage across the Atlantic Ocean, shall, at the time of leaving the last port from whence she sails, have on board, well secured under deck, at least sixty gallons of water, one hundred pounds of salted flesh meat, and one hundred pounds of wholesome ship bread, for every person on board such ship or vessel, over and besides such other provisions, stores and live stock, as shall by the master or passengers be put on board, and in proportion for shorter or longer voyages; and in case the crew of any ship or vessel, which shall not have been so provided, shall be put upon short allowance, in water, flesh, or bread,

during the voyage, the master or owner of such ship or vessel, shall pay to each one of the crew one day's wages, beyond the wages agreed on, for every day they shall be so put to short allowance, to be recovered in the same manner as there stipulated.

An Act in amendment of the Acts for the Punishment of Offenses against the United States. Approved March 5, 1835.

Section 1. Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That if any one or more of the crew of any American ship or vessel on the high seas, or on any other waters within the admiralty and maritime jurisdiction of the United States, shall unlawfully, wilfully, and with force, or by fraud, threats, or other intimidations, usurp the command of such ship or vessel from the master or other lawful commanding officer thereof, or deprive him of his authority and command on board thereof, or resist or prevent him in the free and lawful exercise thereof, or transfer such authority and command to any other person not lawfully entitled thereto, every such person so offending, his aiders or abettors, shall be deemed guilty of a revolt or mutiny and felony, and shall on conviction thereof be punished by fine not exceeding two thousand dollars, and by imprisonment and confinement to hard labor not exceeding ten years, according to the nature and aggravation of the offense. And the offense of making a revolt in a ship which now is, under and in virtue of the eighth section of the Act of Congress, passed the 13th day of April, in the year of our Lord one thousand seven hundred and ninety, punishable as a capital offense, shall, from and after the passage of the present act, be no longer punishable as a capital offense, but shall be punished in the manner prescribed in the present act, and not otherwise.

Sec. 2. And be it further enacted, That if any one or more of the crew of any American ship or vessel on the high seas, or any other waters, within the admiralty and maritime jurisdiction of the United States, shall endeavor to make a revolt or mutiny on board such ship or vessel, or shall combine, conspire or confederate with any other person or persons on board to make such revolts or mutiny, or shall solicit, incite or stir up any other or others of the crew to disobey or resist the lawful orders of the master or other officer of the ship or vessel, or to refuse or neglect their proper duty on board thereof, or to betray their

proper trust therein, or shall assemble with others in a tumultuous and mutinous manner, or make a riot on board thereof, or shall unlawfully confine the master, or other commanding officer thereof, every such person so offending shall, on conviction thereof, be punished by fine not exceeding one thousand dollars, or by imprisonment not exceeding five years, or by both, according to the nature and aggravation of the offense.

Sec. 3. And be it further enacted, That if any master or other officer of any American ship or vessel on the high seas, or any other waters within the admiralty or maritime jurisdiction of the United States, shall from malice, hatred and revenge, and without justifiable cause, beat, wound or imprison any one or more of the crew of such ship or vessel, or withhold from them suitable food and nourishment, or inflict upon them any cruel and unusual punishment, every such person so offending shall on conviction thereof be punished by fine not exceeding one thousand dollars, or by imprisonment not exceeding five years, or by both, according to the nature and aggravation of the offence.

Sec. 4. And be it further enacted, That whenever any person indicted for any offense against the United States, whether capital or otherwise, shall upon his arraignment stand mute, or will not plead or answer thereto, it shall be the duty of the Court to enter the plea of not guilty on his behalf, in the same manner as if he had pleaded not guilty thereto. And when the party shall plead not guilty, or such plea shall be entered as aforesaid, the cause shall be deemed at issue, and shall without further form or ceremony be tried by a jury. And in all trials in capital cases, if the party indicted shall peremptorily challenge above the number of jurors allowed by law, such excess of challengers shall be disallowed by the Court, and the cause shall proceed for trial in the same manner as if the said challenges had not been made.

Sec. 5. And be it further enacted, That whenever any person shall be convicted of any offense against the United States which is punishable by fine and imprisonment, or by either, it shall be lawful for the Court by which the sentence is passed to order the sentence to be executed in any House of Correction, or House of Reformation for Juvenile Delinquents, within the State or District where such Court is holden, the use of which shall be allowed and authorized by the Legislature of the State for such purpose, and the expenses attendant upon the execution of such sentence shall be paid by the United States.

RULES

To be observed by Pilots in regard to Steamer's Lights, to prevent Collision at Night.

In addition to the Rules and Regulation for the government of Pilots, passed by the Board of Supervising Inspectors, October 29, 1852, the following in regard to lights to prevent collisions at night shall be observed by the Pilots of Steamers navigating seas, gulfs, lakes, bays, and rivers, (excepting rivers emptying into the Gulf of Mexico and their tributaries.)

RULE EIGHTH.

STEAMERS' LIGHTS, TO PREVENT COLLISION AT NIGHT.

WHEN UNDER WAY, a Bright White Light at the Foremast Head on all Steamers having foremasts, and upon the stem or flag staff at the stem of all Steamers not rigged for carrying sail. Green Light on the Starboard side. Red Light on the Port side.

WHEN AT ANCHOR.—A Bright White Light at least twenty feet above surface of water. The Lantern so constructed and placed as to show a good light all round the horizon.

1.—The Mast head or Stem Light to be visible at a distance at *least five miles* in a clear, dark night, and the Lantern to be so constructed as to show a uniform and unbroken light over an arc of the horizon of 20 points of the Compass, viz., from right ahead to two points abaft the beam on each side of the ship.

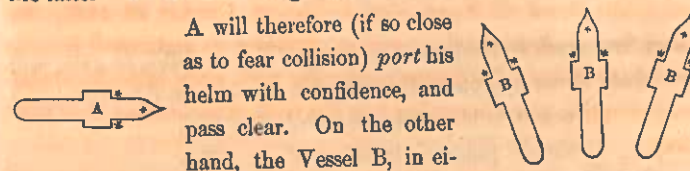
2.—The colored side Lights to be visible at a distance of at *least two miles* in a clear, dark night, and the Lanterns to be so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the Compass, viz., from right ahead to two points abaft the beam on their respective sides.

3.—The side lights to be moreover fitted with inboard screens of at least 3 feet long to prevent them from being seen across the bow. The screens to be placed in a fore and aft line with the inner edge on the side Lights.

DIAGRAM.

The following Diagrams are intended to illustrate the working of the preceding Plan:

FIRST SITUATION.—In this situation the Steamer A will only see the *Red Light* of the Vessel B, in whichever of the three positions the latter may happen to be, because the *green* light will be hid from view. A will be assured that the *larboard* side of B is towards him, and that the latter is therefore crossing the bows of A in some direction to Port.

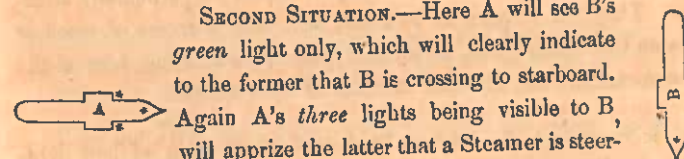


A will therefore (if so close as to fear collision) *port* his helm with confidence, and pass clear. On the other hand, the Vessel B, in ei-

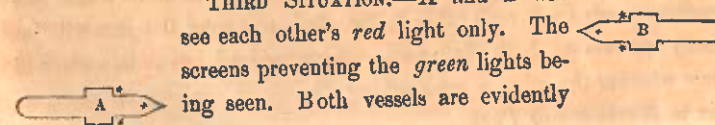
ther of the three positions, will see the *red, green, and mast head* lights of A, which will appear in a triangular form, by which the former will know that a Steamer is approaching *directly* towards him—B will act accordingly.

It is scarcely necessary to remark that the *mast head or stem* light will always be visible in every situation till abaft the beam.

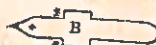
SECOND SITUATION.—Here A will see B's *green* light only, which will clearly indicate to the former that B is crossing to starboard. Again A's *three* lights being visible to B, will apprise the latter that a Steamer is steering *directly* towards him.



THIRD SITUATION.—A and B will see each other's *red* light only. The screens preventing the *green* lights being seen. Both vessels are evidently passing to *Port*.



FOURTH SITUATION.—Here a *green* light only will be visible to each; the screens preventing the *red* lights being seen. They are therefore passing to *Starboard*.



FIFTH SITUATION.—This is a situation requiring caution—the *red* light in view to A, and *green* to B, will inform both that they are approaching each other in an oblique direction. A should put his helm to port, according to the standing rule mentioned in the next situation.



SIXTH SITUATION.—Here the two colored lights, visible to each, will indicate their *direct* approach towards each other. In this situation it ought to be a *Standing Rule* that both should put their helms to *Port*. This rule is already generally adopted; but it would add to safety if it were made *imperative*, for it is evident, that without some rule of this kind, well understood and practised, it will be impossible to guard at all times against accident in the situation of the two Vessels here given.



The manner of fixing the Colored Lights should be particularly attended to. They will require to be fitted, each, with a *screen* of wood or canvass on the *inboard* side, in order to prevent *both* being seen at the same moment from any direction but that of *right-a-head*.

This is important, for without the *screens* any plan of bow-lights would be ineffectual as a means of indicating the *direction of Steering*.

This will be readily understood by a reference to the preceding illustrations, where it will appear evident, that in any situation in which two vessels may approach each other in the dark, the colored lights will instantly indicate to both the *relative course of each*—that is, each will know whether the other is approaching *directly* or *crossing the bows*, either to *Starboard* or *Port*.

This intimation is all that is required to enable vessels to pass each other in the darkest night, with almost equal safety as in broad day, and and for the want of which so many lamentable accidents have occurred.

(It might prove of infinite service, combined with the above plan of lighting Steamers, if all *sailing* Vessels were provided with a Green and Red Lantern, to be shown by hand on the Starboard or Port Bow, according to the side on which the vessel might be approaching.)

If at *Anchor*, all Vessels, without distinction, should exhibit a *Bright White Light*, at least 20 feet above the service of water.

NOTE.—Rule 7th as well as rule 2d is general, and to be observed by the Pilots of all Steamers.

WILLIAM BURNETT.....	First District.
CHARLES W. COPELAND.....	Second "
JOHN S. BROWN.....	Third "
WILLIAM E. MUIR.....	Fourth "
DAVIS EMBREE.....	Fifth "
JOHN SHALLCROSS.....	Sixth "
BENJAMIN CRAWFORD.....	Seventh "
ISAAC LEWIS.....	Eighth "
AUGUSTUS WALKER.....	Ninth "

SUPERVISING INSPECTORS.

RULES

Adopted by the "Trinity Corporation," and recommended to be observed by Masters of American ships in passing, when there is danger of collision.

RULE 1.—That those ships having the wind fair shall "*give way*"* to those on a wind.

RULE 2.—That when both are going by the wind, the vessel on the starboard tack shall keep her wind, and the one on the larboard tack bear up, thereby passing each other on the larboard hand.

RULE 3.—That when both vessels have the wind free, large, or a-beam, and meet, they shall pass each other in the same way on the larboard hand by putting the helm to port.

A vessel coming up with another should pass her to leeward.

* To keep out of the way by avoiding the bows, and going astern of the close-hauled vessel.

Steam vessels are considered in the light of sailing vessels navigating with a fair wind, and should "*give way*" to sailing vessels on a wind, on either tack.

RULE FOR STEAM VESSELS.—When steamers meet on different tacks or courses, and there is danger if their course is continued, of a collision, each vessel shall put her helm to *port*.

The foregoing rules are taken from Blunt's Commercial Digest. They were formally promulgated in 1840, and, ever since, the High Court of Admiralty in England has acted upon them, as rules of decision, in suits prosecuted in that Court to recover damages occasioned by collision. The American Courts of Admiralty have almost uniformly followed the decisions of the English Court of Admiralty in collision cases, and these rules may, therefore, be properly considered as the general rules of navigation applicable to two vessels, about to meet in the open lake, and proceeding in such directions that if both were to continue their respective courses, unchanged, they would pass so near as to involve the risk of a collision.

These rules will probably be found more useful than any others of the same length, intended for similar purposes. It should, however, be understood that they do not furnish precise directions in all the cases that may occur; and they are by no means absolutely inflexible, but may be modified or overridden by extraordinary or peculiar circumstances. That there must be exceptions to all general rules of this character is apparent to common sense, and in accordance with the experience of every seaman; as in the case of a vessel going so near a rock or shoal of sand that if she followed the rule she would inevitably become a wreck, or the case where the approaching vessel is disabled, and can not therefore adopt the measures which it would otherwise be her duty to carry into execution. In short, no person would say that the rule shall prevail over the still higher consideration of the preservation of property or human life, and many cases will arise in which the ship-master must act upon his own judgment. In such cases more especially, and also in the cases where the rules apply, every master will perceive the necessity of ascertaining, in abundant season, the position and course of the vessel which is approaching his own.

It will be seen that the rules above given do not sufficiently indicate the course to be pursued where a steam vessel and one under canvass

with the wind free are about to meet, under such circumstances as to require a change of course by one or both.

The American rule, undoubtedly, is that the sail vessel has the right, and it is ordinarily her duty under such circumstances, to hold her course whether she has the wind free, or is close hauled; and the steamer must change her course so as to avoid a collision. It is supposed that under ordinary circumstances the steamer should change her course to the right, unless by so doing she will cross the bows of the sailing vessel; and in all cases where the steamer changes her course, and especially where she does so by star-boarding her helm, she should change her course so decidedly and at so great a distance from the sail vessel as not to leave those in charge of the sail vessel too long in doubt in regard to the side which the steamer intends to take; for a very careful master of a sail vessel, may, possibly, under such circumstances, port his helm, under the belief that a change of course on his part is essential to his safety; and if the steamer at or about the same time, star-boards her helm, a collision will be quite likely to ensue.

The Executive Committee and Secretary of the Association of Lake Underwriters, to whom the subject matter of Lights on *Sail Vessels* navigating the Lakes was referred by the late Convention, beg leave to state, that they have given the subject their close attention; that they find the present system *defective* and *insufficient*, and very often *wrongly construed* and *carelessly* observed, if not *totally neglected*, and has *failed* to insure any *great* degree of security against *collisions*; and pending the result of some *experiments* about being introduced, and, an *application* for a law *fully* defining and regulating the matter, would recommend—

That *all* sail vessels navigating the Lakes be provided with a set of the "*Dioptric Lens Signal Lamps*," one of *red* and one of *green* stained glass, and the other of bright or *clear* glass, of sufficient size, &c.

That the "*Pall Bitt*" be considered the *stand* or *station* for placing and exhibiting the signal light when *at sea at night*.

That vessels on the *larboard*-tack, having the wind abeam, or forward of the beam, exhibit on the stand the *green light*.

That vessels on the *starboard* tack, having the wind abeam, or forward of the beam, exhibit on the stand the *red light*.

That vessels *going off large*, having the wind at any point abaft the beam, on either side, to *dead aft*, exhibit on the stand the bright or clear light.

When necessary from danger of collision, or otherwise, to show the course steered, more exactly. We would suggest the following *additional* exhibition or application of the *lamps or lights not on exhibit from the stand*, which lamps should *always* be *handy* to the *look-out* forward, and ready for use at any moment they may be required when at sea.

That vessels on the *larboard tack*, having the wind *abeam*, or *free forward of the beam*, and showing the *green* light on the stand, shall show the clear or plain light by hand, at short intervals, by raising and exposing *above*, and lowering and obscuring *below* the bulwarks, for a sufficient length of time and intervals to enable the approaching vessel to see clearly and distinguish the movable and stationary lights apart.

That vessels on the *starboard tack*, having the wind *abeam*, or *free forward of the beam*, and showing the *red* light on the stand, shall show the clear or plain light as above. The *stationary* colored light in each case indicates the tack, and the movable, clear light, indicates that the vessel is *going free*, with wind *abeam*, or *forward* of *abeam*.

That vessels *close hauled* by the wind, shall show none other than the colored light, which indicates her tack.

That vessels *going off large*, with wind at any point on *starboard side*, from *abeam* to within four points abaft the beam, and showing the bright or plain light on the stand, shall show the *red* light by hand, in manner as before described.

That vessels *going off large*, with wind at any point on *larboard side* from *abeam* to within four points abaft the beam, and showing the bright or plain light on the stand, shall show the *green* light by hand in manner as before described.

The stationary, clear or plain light, in each of the two foregoing cases, indicates that the vessel is "*going off large*," and the movable, colored light, indicates the tack or side the wind is on, as the case may be.

That vessels going off with the wind, on either *quarter*, from four points of *abeam* to "*dead aft*," shall show none other than the clear or plain light.

We would also recommend the *general* use of the *Torch* now in use

as an additional security in time of great peril from collision, &c.; and we would further recommend—

That each vessel be provided with a suitably large "*Fog Horn*," for signaling in *thick weather*, when in danger of collision or otherwise.

When a vessel is sailing on the *larboard tack*, wind *abeam*, or *forward* of *abeam*, sound *one distinct* blast from the horn at sufficient intervals to be understood. When on *starboard tack*, wind *abeam*, or *forward*, sound two distinct blasts. When wind is *abaft* the beam, to four points of *abeam* on *starboard side*, sound three distinct blasts. When further *aft*, on either *quarter*, to "*dead aft*," sound four distinct blasts. When *abaft* the beam, on *larboard side*, to four points of the beam, sound five distinct blasts.

The undersigned beg leave to state that the above Rules and suggestions have been submitted to some of the highest competent legal authorities in the country, and have met with their entire approbation; that the plans are economical and simple, and peculiarly well adapted to our Lake vessels and trade, and we believe their *general* adoption would, in careful and watchful hands, give great additional security against collision, &c. All of which is respectfully submitted.

E. P. DORR,
J. N. GARDNER, } Ex. Com.
R. C. BRISTOL,

D. P. DOBBINS, Secretary.

The following gentlemen have been appointed *Inspectors* for the Association of Lake Underwriters:

Capt. JOSHUA MAIN, Oswego District.

" ALEXANDER STANLEY, St. Catharines, C. W. District.

" ROBERT THOMAS, Gravelly Bay, or Port Colborne, C. W."

" WM. C. DAVISON, Buffalo

" BENJ. A. STANARD, Cleveland

" C. HERRICK, Toledo

" WM. H. BARSE, Detroit

" B. F. DAVISON, Chicago

" E. S. STONE, Milwaukee

Approved. E. P. DORR,

J. N. GARDNER,

R. C. BRISTOL,

Executive Committee.

D. P. DOBBINS, Sec'y.

Summary of Marine Disasters and Loss of Property on the Lakes for the past eight years.

Manner of Loss	1848.		1849.		1850.		1851.		1852.		1853.		1854.		1855.	
	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.	NO.	\$ LOSS.
Steamers.																
Wrecked & Sunk	3	25,000	1	25,000	5	98,000	2	27,000	3	125,000	3	128,000	4	110,000	4	378,500
Stranded	9	47,000	5	21,000	8	13,400	6	30,700	5	14,700	7	61,000	2	110,000	11	11,350
Fire	1	20,000	1	20,000	5	105,000	3	35,900	2	22,000	3	156,000	2	110,000	3	44,000
Damaged, &c.	2	9,000	10	25,000	8	24,500	13	110,200	9	18,600	19	64,700	24	77,200	26	66,300
Jettison	1	600	1	600	1	600	1	600	1	600	1	600	1	600	1	600
Collision	1	1,400	3	1,400	3	24,800	9	6,000	16	158,350	11	31,650	8	31,200	12	32,600
Derrick	1	600	1	600	1	600	1	600	1	600	1	600	1	600	1	600
Total	15	101,000	20	72,900	31	265,700	32	215,500	37	352,650	43	419,350	41	463,400	56	532,750
Propellers.																
Wrecked & Sunk	1	12,000	1	5,000	1	2,500	2	55,000	4	85,000	1	42,000	5	370,000	7	351,000
Stranded	1	12,000	1	5,000	1	2,500	2	55,000	4	85,000	1	42,000	5	370,000	7	351,000
Fire	1	20,000	1	5,000	1	10,800	6	32,800	5	6,900	7	28,900	1	28,900	11	9,050
Damaged	1	1,600	1	1,600	1	800	6	5,000	3	57,500	10	24,500	30	63,100	34	228,150
Jettison	1	5,000	1	3,000	1	3,000	1	3,000	1	3,000	1	3,000	1	3,000	1	3,000
Collision	1	40	1	40	1	40	1	40	1	40	1	40	1	40	1	40
Sunk and Raised	1	100,000	1	100,000	1	100,000	1	100,000	1	100,000	1	100,000	1	100,000	1	100,000
Total	5	39,000	4	113,000	9	16,000	23	133,200	36	274,050	24	101,500	32	680,100	75	1159,950
Barques.																
Wrecked & Sunk	2	18,000	1	1,800	2	1,100	1	1,100	2	22,000	2	19,500	3	56,000	6	116,000
Stranded	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800
Fire	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800
Damaged	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800
Jettison	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800	1	1,800
Collision	1	600	1	600	1	600	1	600	1	600	1	600	1	600	1	600
Total	4	20,400	4	11,000	2	1,100	1	1,100	2	22,000	2	19,500	3	56,000	6	116,000
Brigs.																
Wrecked & Sunk	1	3,500	1	8,000	5	18,000	3	42,000	7	51,800	2	43,000	5	63,000	7	118,300
Stranded	14	14,850	7	6,900	8	17,300	22	30,000	13	25,800	10	15,300	10	15,300	8	8,550
Fire	2	750	5	5,100	10	22,500	21	45,700	11	19,750	17	24,500	43	64,125	61	39,950
Damaged	2	750	5	5,100	10	22,500	21	45,700	11	19,750	17	24,500	43	64,125	61	39,950
Jettison	2	85,800	6	4,900	4	13,100	7	16,200	6	3,350	2	2,500	1	6,000	8	22,500
Collision	2	85,800	6	4,900	4	13,100	7	16,200	6	3,350	2	2,500	1	6,000	8	22,500
Total	19	64,900	18	24,900	27	68,900	53	133,900	38	101,100	31	85,300	55	184,125	83	215,400
Schooners.																
Wrecked & Sunk	19	104,800	9	46,900	15	73,600	29	89,000	21	109,300	22	111,700	41	382,026	29	182,300
Stranded	49	54,870	23	46,000	56	64,850	62	58,250	48	70,500	48	64,300	1	22,500	91	101,600
Fire	22	25,760	8	11,500	18	22,700	39	57,700	30	24,700	60	73,500	132	216,450	133	212,179
Damaged	3	5,350	3	5,350	3	5,350	3	5,350	3	5,350	3	5,350	3	5,350	3	5,350
Jettison	5	13,000	7	30,500	15	34,500	18	24,950	13	21,200	9	49,160	35	97,000	35	97,000
Collision	5	13,000	7	30,500	15	34,500	18	24,950	13	21,200	9	49,160	35	97,000	35	97,000
Flood at Chicago	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000
Total	90	185,430	49	128,750	96	191,740	150	244,715	120	236,190	150	217,300	204	701,000	302	687,389
Scows.																
Wrecked & Sunk	1	1,700	1	1,700	1	1,700	1	1,700	1	1,700	1	1,700	1	1,700	1	1,700
Stranded	1	1,600	1	1,600	1	1,600	1	1,600	1	1,600	1	1,600	1	1,600	1	1,600
Fire	1	900	2	1,700	2	200	2	800	3	575	2	1,100	11	3,800	6	6,900
Damaged	1	900	2	1,700	2	200	2	800	3	575	2	1,100	11	3,800	6	6,900
Jettison	1	900	2	1,700	2	200	2	800	3	575	2	1,100	11	3,800	6	6,900
Collision	1	900	2	1,700	2	200	2	800	3	575	2	1,100	11	3,800	6	6,900
Total	3	4,100	2	1,700	5	1,000	6	3,200	4	725	3	2,300	15	10,800	13	14,600
Summary.																
Steamboats	15	101,000	20	72,900	31	265,700	32	215,500	37	352,650	43	419,350	41	463,400	56	532,750
Propellers	5	39,000	4	113,000	9	16,000	23	133,200	36	274,050	24	101,500	32	680,100	75	1159,950
Barques	4	20,400	4	11,000	2	1,100	1	1,100	2	22,000	2	19,500	3	56,000	6	116,000
Brigs	19	64,900	18	24,900	27	68,900	53	133,900	38	101,100	31	85,300	55	184,125	83	215,400
Schooners	90	185,430	49	128,750	96	191,740	150	244,715	120	236,190	150	217,300	204	701,000	302	687,389
Scows	3	4,100	2	1,700	5	1,000	6	3,200	4	725	3	2,300	15	10,800	13	14,600
Flood & Derrick	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000	1	25,000
Total	136	404,830	93	368,250	170	544,440	284	730,515	240	991,065	283	874,350	384	2,187,825	587	2,797,839

Aggregate of Steam and Sail Disasters, from 1848 to 1855, inclusive.

	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.	\$ LOSS.
Steam	140,000	185,900	281,700	348,700	626,650	520,850	1,143,500	1,692,700
Sail	264,830	155,350	262,740	381,815	364,365	333,500	1,044,325	1,105,139
Total	404,830	341,250	544,440	730,515	991,015	854,350	2,187,825	2,797,839